

MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Have YOU tried the
\$130 Smith \$130
MOTOR WHEEL
It can be attached to
any ordinary Cycle.
ALEX. BOSS & Co.
Phone 87.

No. 18,634. 號四廿百六千八萬一第 日七十二月二十年巳丁

HONGKONG, FRIDAY, FEBRUARY, 8TH, 1918. 五拜禮 號八月二年七國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

OTARD'S

BRANDY.

Shipped by
OTARD, DUPIUY & CO.,
COGNAC.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

NEW CARTRIDGES.

JUST ARRIVED.

FIRST-CLASS DAMP PROOF, AMERICAN SPORTING CARTRIDGES.
12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.

These Cartridges, made of the finest damp
proof material, steel lined inside with brass
casing 1 1/2 deep on the outside, are especially
made to withstand the effects of damp
climate and are second to none for reliability
in the field.

We have also received a consignment of
B.S.A. Air Rifles.

INSPECTION INVITED.
WM. SCHMIDT & Co.
[1165]

A LING & CO.

15, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1918. [535]

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

Week Days.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 10.00 " "	" 10 "
10.00 " to 11.00 " "	" 15 "
11.30 " to 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 " "	" 10 "
1.15 " to 1.45 " "	" 15 "
1.45 " to 2.15 " "	" 10 "
2.15 " to 3.00 " "	" 15 "
3.00 " to 8.00 " "	" 10 "
NIGHTS.	
8.50 p.m. and 9.00 p.m.	8.50 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour
SUNDAYS.	
7.30 a.m.	to 10.30 a.m.
8.00 " to 10.00 " "	" 10 "
10.30 " to 11.00 " "	" 15 "
11.30 " to 12.00 noon "	" 15 "
12.00 noon to 1.00 p.m.	" 15 "
1.00 p.m. to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 8.30 " "	" 10 "
8.30 " to 8.50 " "	" 10 "

Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full, running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Comprovisore Order representing Bank
Notes.

JOHN D. HUMPHREYS & SON,
General Managers. [468]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 4 Through Express a.m.	No. 7 Local a.m.	No. 8 Through Express a.m.	No. 11 Local a.m.	No. 12 Through Express p.m.	No. 17 Local p.m.	No. 18 Through Express p.m.	No. 21 Local p.m.
CANTON (Tai Sha Tsai)	7.35	8.45	11.15	11.45	8.30	8.50	11.15	11.45
SIKIU LUNG	7.40	8.50	11.20	11.50	8.35	8.55	11.20	11.50
Shau Chai	7.45	8.55	11.25	11.55	8.40	9.00	11.25	11.55
Shing Shui	7.50	9.00	11.30	12.00	8.45	9.05	11.30	12.00
Fanning	7.55	9.05	11.35	12.05	8.50	9.10	11.35	12.05
Tai Po Market	8.00	9.10	11.40	12.10	8.55	9.15	11.40	12.10
Tai Po	8.05	9.15	11.45	12.15	9.00	9.20	11.45	12.15
Shau Chai	8.10	9.20	11.50	12.20	9.05	9.25	11.50	12.20
Yanmat	8.15	9.25	11.55	12.25	9.10	9.30	11.55	12.25
Hung Hom	8.20	9.30	12.00	12.30	9.15	9.35	12.00	12.30
KOWLOON	8.25	9.35	12.05	12.35	9.20	9.40	12.05	12.35

UP TRAINS.

Stations	No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Local a.m.	No. 10 Local a.m.	No. 12 Local p.m.	No. 14 Local p.m.	No. 16 Through Express p.m.	No. 18 Local p.m.	No. 20 Local p.m.
East Ferry	7.35	7.45	8.15	8.30	11.15	11.30	8.30	8.45	8.55
KOWLOON	7.40	7.50	8.20	8.35	11.20	11.35	8.35	8.50	9.00
Yung Hom	7.45	7.55	8.25	8.40	11.25	11.40	8.40	8.55	9.05
Yanmat	7.50	8.00	8.30	8.45	11.30	11.45	8.45	9.00	9.10
Shau Chai	7.55	8.05	8.35	8.50	11.35	11.50	8.50	9.05	9.15
Tai Po Market	8.00	8.10	8.40	8.55	11.40	11.55	8.55	9.10	9.20
Tai Po	8.05	8.15	8.45	9.00	11.45	12.00	9.00	9.15	9.25
Fanning	8.10	8.20	8.50	9.05	11.50	12.05	9.05	9.20	9.30
Shing Shui	8.15	8.25	8.55	9.10	11.55	12.10	9.10	9.25	9.35
Shau Chai	8.20	8.30	9.00	9.15	12.00	12.15	9.15	9.30	9.40
SIKIU LUNG	8.25	8.35	9.05	9.20	12.05	12.20	9.20	9.35	9.45
CANTON (Tai Sha Tsai)	8.30	8.40	9.10	9.25	12.10	12.25	9.25	9.40	9.50

* Will stop at Tai Po and Shing Shui to allow First-Class Passengers to alight,
on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.
Fanning dep.	8.30	11.25	2.50	
Shau Chai arr.	9.15	12.30	3.50	
Shau Chai dep.			11.00	2.50
Fanning arr.			11.00	2.50

MITSUBISHI ZOSEN KAISHA, LTD.

LA, A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers and Electrical Engineers.
Manufacturers of Contrail Condensers, Stone's Manganese Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	380 "	714 feet
Width of Entrance on bottom	77 "	55 "	85 "
Water on Blocks at Spring Tide	25 "	24 "	44 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 80 and 20 tons each, besides 150 tons Giant Cranes.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,000 tons	12,000 tons	18,000 tons
Max. Length of Ship taken in	480 feet	550 "	650 "
Max. Breadth of Ship taken in	55 "	65 "	85 "
Max. Draft of Ship taken in	23 "	23 "	28 "

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks	385 feet 0 inch.
Breadth at Entrance on bottom	55 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 7 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [717]

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD. QUEEN'S

ALEXANDRA BUILDINGS HONGKONG, OR

KAILAN MINING ADMINISTRATION

SHANTUNG, NORTH CHINA.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1835. Incorporated in Great Britain.

Total Assets—£14,000,000.

FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,
GUARANTEE AND LOSS OF PROFITS INSURANCE.

HONGKONG BRANCH.
4 Des Vaux Road, Central.
Tel. No. 200.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 8TH JANUARY, 1918.

8 a.m. "HOMAN"	8 a.m. "HEUNGSHAN"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

SATURDAY, 9TH JANUARY, 1918.

8 a.m. "HEUNGSHAN"	8 a.m. "HOMAN"
10 p.m. "HOMAN"	4.30 p.m. "KINSHAN"

SUNDAY, 10TH FEBRUARY, 1918.

10 p.m. "FATSHAN"	4.30 p.m. "HEUNGSHAN"
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HONGKONG-MACAO LINE.

MONDAY, 11th.—The a.s. "SUI TAI" will not run, but the
a.s. "SUI AN" will sail as usual from Hongkong
at 8 a.m. and from Macao at 2 p.m.

TUESDAY, 12th.—There will be no steamer to Macao at 8 a.m. nor
from Macao at 2 p.m.

The a.s. "SUI TAI" will sail as usual from Macao
at 7.30 a.m. and from Hongkong at 2 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. [1451]

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"EQUADOR," "VENEZUELA" AND "COLOMBIA,"

14,000 tons each.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "EQUADOR"	Feb. 27th.
S.S. "COLOMBIA"	Mar. 27th.
S.S. "VENEZUELA"	Apr. 24th.

These Steamers have the most modern equipment, including Overhead Electric
Fans and Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms
(all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the Cuisine, and the attendance on passengers cannot be
surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN
PACIFIC OCEAN SERVICES, LTD.

For further information, rates, literature, schedules, etc., apply to
Telephone 141. COMPANY'S OFFICE in Alexander Buildings, Chater Road.

HOUSES TO LET

TO LET—FURNISHED.

"CRAGSIDE," 148, Barker Road, Peak,
for 5 months from 7th June next.

Apply—**H. SKELTON,**
Care of LANE, CRAWFORD & Co.
[1548]

TO LET.

FURNISHED HOUSE at Mount Davis,
Pokfulam Road, for February, March
and April. Rent moderate.

Apply—**H. E. GOLDSMITH,**
P.W.D. [1518]

TO LET.

NO. 15, BURROW STREET, Wanchai,
ONE GODOWN.

"LEWKNOR" No. 126, THE PEAK, from
1st April, 1918.

Apply to—**LINSTEAD & DAVIS,**
2nd Floor Alexandra Buildings. [30]

TO LET.

IMMEDIATE entry. Four very desir-
able SHOPS, situated in Ice House
Street, opposite the Grand Hotel, recent-
ly reconstructed.

For rent and other particulars apply
to—**THE MANAGER,**
Hongkong Ice Co., Ltd.,
44, Connaught Road Central. [900]

TO LET.

OFFICES in York Buildings
Houses in Shamsen, Canton.

Apply to—**THE HONGKONG LAND INVEST-**
MENT AND AGENCY CO., LTD. [13]

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kow-
loon.

Apply to—**HUMPHREYS ESTATE & FINANCE**
Co., Ltd.,
Alexandra Buildings. [1573]

WANTED.

TWO or THREE LARGE OFFICE
ROOMS in Central Locality. First
floor preferred.

Apply to—**TONG SENG & Co.,**
15, Queen's Road Central. [1533]

WANTED.

PUSH BICYCLE, well-known make.

Apply—**"ROADSTER,"**
c/o "Daily Press" office. [1593]

DAIRY FARM NEWS.

POULTRY.

OUR HOUSE-FED

CAPONS

AND

CHICKENS

ARE THE BEST IN THE EAST.

Tender, Eating, Delicate Flavour.

TRY THEM. [1523]

HOTELS

THE HONGKONG HOTEL

GRILL ROOM.

J. H. TAGGART,
Manager. [14]

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.



NEW ADVERTISEMENTS

HONGKONG SAVINGS BANK

NOTICE

ON and after 16th February, 1918, the hours for the transaction of business by the HONGKONG SAVINGS BANK will be 10 A.M. to 12 Noon every week day, except Saturdays.

The Savings Bank will not be open for business on SATURDAYS and after 18th February, 1918.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 7th February, 1918. [1000]

CONSULATE OF GUATEMALA

HONGKONG

NOTICE

IT IS HEREBY NOTIFIED that people intending to proceed to any part of the territory of the Republic of Guatemala must be provided with a PASSPORT duly delivered by their own Authorities and visa by the undersigned.

JOSE C. DE OBALDIA,
Acting Consul.
Hongkong, 7th February, 1918. [1001]

IN THE SUPREME COURT OF HONGKONG

ORIGINAL JURISDICTION.

Action No. 28 of 1918.

Between LAU CHU PAK, Executor of the Will of TSANG YUEI KAI, deceased,
Plaintiff,
and
LAI LOK TING, Defendant.

TUNG SHANG WO, of No. 73, Des Vaux Road West, Victoria, Hongkong,
Garuithees.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT was issued, herein on the 7th day of February, 1918, returnable on the 28th day of February, 1918.

Solicitors for the Plaintiff,
[1002]

NOTICE TO CONSIGNEES.

FROM BOMBAY, CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"RANER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the warehouse and are extra hazardous. Consignees of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and from the Wharves and Godowns are to be obtained.

Goods not cleared by the 11th Feb. at 5 P.M. will be subject to suit.

All broken, damaged and damaged packages are to be left in the Godowns, where they will be examined.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading for cargo from Bombay will be countersigned by J. & C. S. N. Co., Ltd., and for cargo from Calcutta, Penang and Singapore by Messrs. Jardine, Matheson & Co., Ltd.

JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 7th February, 1918. [1003]

JOINT SERVICE

"NEDEBLAND" and "ROTTERDAM LLOYD" ROYAL MAIL LINES.

NOTICE TO CONSIGNEES.

THE Steamship

"BEMBRAND"

having arrived from the above ports, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the warehouse and are extra hazardous. Consignees of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and from the Wharves and Godowns are to be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Noon the 13th Feb. will be subject to suit.

All Claims against the steamer must be presented to the Undersigned on or before the 17th Feb. or they will not be recognized.

All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Feb. at 10 A.M. by the Company's surveyors, Messrs. Goldard & Douglas.

No Fire Insurance whatsoever has been effected.

Bills of Lading will be countersigned by JAVACHINA JAPAN LINES, Agents.

Hongkong, 7th February, 1918. [1004]

BANK HOLIDAYS.

IN accordance with Ordinance No. 8 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS MONDAY and TUESDAY, the 11th and 12th instant.

Hongkong, 6th February, 1918. [1004]

NOTICE

THE UNITED BRITISH INSURANCE CO., LTD.

(Incorporated in the United Kingdom.)

HAVING been appointed MARINE AGENTS to the above Company, we are prepared to ACCEPT RISKS and issue Policies at Current Rates.

UNION TRADING CO.,
Agents.
Queen's Buildings,
Hongkong, 1st February, 1918. [1005]

INTIMATIONS

THE KOWLOON LAND AND BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, TO-MORROW (SATURDAY), 9th February, 1918, at 11 o'clock A.M., for the purpose of receiving the Report of Directors together with Statements of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, 4th, to SATURDAY, 9th February, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

General Agents for the
KOWLOON LAND AND BUILDING CO., LTD.
Hongkong, 30th January, 1918. [1006]

HUMPHREYS' ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, TO-MORROW (SATURDAY), the 9th February, 1918, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th February to the 14th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1918. [1006]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of the Company, Hotel Macao, on TUESDAY, the 19th February, 1918, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 16th February, 1918, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, 31st January, 1918. [1007]

HONGKONG AND SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CURRY HOUSE, Hongkong, on SATURDAY, the 23rd day of February, 1918, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1917.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, 11th February, to SATURDAY, 23rd February, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, 5th February, 1918. [1008]

NOTICE

A. S. WATSON & CO., LTD.

ONE CERTIFICATE for One Hundred Shares Nos. 20241 to 20340 inclusive in this Company, standing in the name of Mr. HARVEY Y. PARKER, has been LOST, and if at the expiration of One Month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.
Hongkong, 16th January 1918. [1030]

G. & R.

SANITARY BOARD OFFICE,

HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the DOMESTIC CLEANNESSE AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of the European Reservation or those within the European Reservation or those parts of a Domestic Building and as a Shop, Office or Godown, must be CLEANED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the House should be lime-washed in respect of all the Walls of each Room, all Ceilings, Partitions, Floor Ceilings and Floor Linings, all Ceilings and the Underneath of Boats in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Board is prepared to issue FREE OF CHARGE a limited number of Buildings in those Division OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of February.

Choice among applicants will be in the absolute discretion of the President.

The WESTERN Division of the City lies to the West of Tank Lane and Clerken Street.

C. M. W. REYNOLDS,
Secretary.
Dated this 1st day of February, 1918. [1017]

INTIMATION

WATSON'S OLD BROWN BRANDY



25 YEARS IN WORD

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT

MERCHANTS.

TELEPHONE 616

DEATH.—At St. Andrew's Vicarage, Kowloon, on February 7th, NORMAN CHRISTOPHER POPE, aged 35 years. [1009]

HONGKONG OFFICE: 101, DES VEAUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 8th FEBRUARY, 1918.

STANDARD SHIPS.

The war has made the British people realise, as nothing else could have done, that our merchant marine is of paramount importance to the Empire. In Hongkong we are so absolutely dependent upon shipping that we naturally take a great interest in all maritime matters. At the present time the shipyards of Great Britain, and doubtless some of those in other parts of the Empire, are engaged in producing standard ships. Of these there were originally five types, but two later types have now been added. Only one class will be built to carry passengers, and it is not expected that the accommodation provided will be as luxurious as that to which we were accustomed in the liners built before the war. There has been some anxiety lest there be a shortage of passenger accommodation after the war, with an inevitable rise in fares, but there is reason to hope now that the output of one of the types of standard ship, carrying 10,500 tons deadweight and so designed as to be suitable for the arrangement of state-rooms, will be sufficient to prevent this.

The characteristic of all modern standardisation work is simplicity. This has great advantages in all manufacturing processes, but it does not stimulate originality. The repetition system, as it is called, has received an enormous impetus by the demands brought about by the war. Not only shells and guns, but motor vehicles, aeroplanes and ships, are being made according to standard designs. It is worth remembering that for many years before the war the problem of standardisation was very carefully considered by leading scientists, and numerous committees, submitted recommendations, which were accepted by the manufacturers concerned.

for the purpose of producing standard vessels of components made of metal. When the question of standard ships was first discussed many of the practical men in the industry favoured standardisation on broad general lines, but doubted the wisdom of applying it to details. It was finally decided, however, to carry out the idea in its entirety, and no doubt the results will justify the decision. It is not improbable that the first two or three ships will be turned out from any given yard more slowly than others slightly different from which the plant of the yard is better adapted; but the point to be remembered is that a large number of ships will have to be constructed in all the yards before the immense fleet of merchantmen needed by Great Britain and her Allies will be on the sea. Apparently, a great deal of care has been taken to arrange that the various yards concentrate upon the types most suitable to them.

It is said, on excellent authority, that the new vessels have met with the cordial approval of shipowners. They have been built with a view to economy, both in the matter of production and service. It is anticipated that loading and unloading will be done quickly, and no doubt the fuel consumption will be satisfactory. All the larger ships use exactly the same type of engine, which develops 2,500 horse-power at sea; but the largest vessel, a three-decked steamer of 450 feet in length, is to have two sets of these engines. It is to the credit of the shipbuilding industry that owners and men have sunk, in nearly all cases, their prejudices and individual interests in order to increase the output of these ships, which will maintain the food supply of Great Britain and her Allies. No one is ignorant of the fact that two great problems brought before the nation during the last three years have been profiteering and striking. As far as can be gathered from the accounts which have reached us, there is not much possibility of profiteering in the "controlled" shipyards. The Admiralty has a Deputy Controller of Auxiliary Shipbuilding; Major-General COLLARD, and apparently he has been able to get the best out of the men of great ability and experience serving on his staff.

There are one or two points about the new ships which show that the human element has not been overlooked. The crews will be well provided for in the matter of accommodation. There are two bunks in a cabin, and the arrangements for food and other creature comforts would make the old sailor of a couple of generations ago rub his eyes with amazement. The improvements introduced, however, are only in sympathy with the spirit of the age. This is a war fought on behalf of democracy, and we may be sure that wise statesmen and employers will see that there is a gradual amelioration of the conditions of the workers. It is now generally understood that if the best is to be obtained from a man, he must live under conditions which ensure him at least a decent moral and physical environment. Another noticeable feature in the standard ships is the great care that has been taken to increase the chances of saving life in the event of the vessel being torpedoed. The men at the boilers, as well as the passengers, have to face far less risk than formerly. That is a very welcome announcement, for of all fates that of being shut in below the water-line with the knowledge that the ship is sinking and escape impossible must be the most dreadful.

Major J. C. Coe, R.G.A., who served for a time with the 33rd Company R.G.A. at Lyman, has been mentioned in despatches from Italy for distinguished service in the Field.

Captain (acting Major) I. N. Clayton, who was stationed with the H.K.S.B. R.G.A. in this Command previous to the commencement of hostilities, has been mentioned in despatches from Salonika.

Mr. A. P. Stokes will present three short plays—"Five Birds in a Cage," "Acid Drops," and "The Kiss" at the Theatre Royal on Saturday, the 23rd instant, at 9.15 p.m. They are all good and had long runs in London. The entertainment is for the Merchant Marine in England and the Naval Prisoners of War. Advance booking opens at Montreux on Wednesday next at 10 a.m., and vouchers can be obtained from them, and to be exchanged on that date for tickets numbered and served.

At the Marine Court yesterday, Commander Beckwith, R.N., fined the coxswain of the launch *Zai On* \$15 for carrying thirteen passengers in excess of the number allowed by his licence.

Major R. D. Crawford, R.G.A., D.S.O., who was formerly stationed in this Colony with the Hongkong-Singapore Battalion R.G.A., has been mentioned in despatches from Salonika for gallant conduct and distinguished service.

A gardener, who was on his way to deliver flowers from Tai-po to Hongkong yesterday afternoon, was knocked down by a train on the Kowloon and Canton Railway and his legs were cut off. He was conveyed to Kowloon for treatment. Another accident occurred near Shau-lung Station, when a Chinese was knocked down and received injuries to the head and arm.

DEATH AND FUNERAL OF REV. N. C. POPE.

It is with great regret that the Colony heard, yesterday, of the death of the Rev. Norman Christopher Pope, vicar of St. Andrew's Kowloon, who died suddenly from peritonitis on Thursday, at 2 a.m. The rev. gentleman had been in indifferent health for some time, but did full duty on Sunday. An operation was suddenly found to be urgently necessary on Tuesday and was performed at the Vicarage, as there was no time to remove Mr. Pope to hospital.

The deceased was only 35 years of age and leaves a wife and three children, with whom every sympathy will be felt. He was an M.A. of St. John's College, Cambridge and was ordained deacon in 1906 and priest in 1908. He was curate of West Ham in 1905-1906, of St. Peter's, St. Alban's, in 1906-1908, and of Malcombe Regis, North Radipole, in the diocese of Salisbury, in 1908. He was curate of St. Leonard's before he came out to Hongkong five years ago.

The funeral took place yesterday afternoon at Happy Valley, the cortege passing the Monument at 5.30 p.m. The funeral service was held at St. Andrew's Church, Kowloon, at 4 p.m. by the Bishop of Victoria (Dr. Lander), who was assisted by the Revs. H. Copley, Moyle, W. Hewitt, W. T. Featherstone, R. C. Taylor, of Seehing, and H. Phipps, of Pakhoi. The Bishop read the first part of the service, and the Rev. R. C. Taylor read the lesson from the xv. chapter of St. Paul's Epistle to the Corinthians. The Rev. H. Phipps intoned the prayers. Psalm xxxix was read, and the hymn "Peace Perfect Peace" was sung. Bishop Lander said he would refer to the work of the late Rev. Pope at Sunday morning's service.

At the conclusion, the Dead March from Saul was played. Nearly the whole congregation of the Church was present.

The coffin was brought by a special launch to Hongkong, and was borne to the cemetery by six Chinese. The order of the procession was as follows:—the coffin, the Baden-Powell Girl Guides, carrying wreaths; the cadet Company of the R. C. Defence Corps under command of Lieut. Beard; the members of the Church Vestry—Messrs. B. E. Fielder, Martin, J. J. Robson, R. Packham, J. Morris, and J. Whitley and Dr. Smalley; and the general public. The committal ceremony was performed by the Bishop, and the hymn "On the Resurrection Morning" was feelingly sung.

Mr. D. P. J. Wodehouse, A.D.C., represented H.E. the Governor, and others present were the Hon. Mr. Claud Boverton, C.M.G., the Hon. Mr. J. H. Kemp, Major Wilmsey, Mr. C. G. Alabaster, Mr. J. R. Wood, Mr. A. H. Harris, Commander Beckwith, R.N., the Revs. T. W. Pearce, J. K. Macdonald, and J. A. Hughes; Major Robertson, Messrs. T. W. Robertson, Smollet, R. E. Lindell, Mr. A. King, A.S.P., H. Lindfield (representing the 808 Star of the East Orange Lodge), W. B. L. Bowley, A. H. Compton, K. McPherson, J. A. E. Bullock, J. Bentley, F. French, T. Arnott, W. Stapleton, D. Purves, W. Gill, T. E. Piercy, J. H. Mody, G. T. Edkins, J. C. Fletcher, F. Britton, S. Paul, E. Stainfield, H. Stainfield, W. Anderson, and I. Kim.

There were a large number of wreaths, sent by the Church Missionary Society; South China Mission; the Hongkong Christian Union; Council and Staff of St. Paul's College; Diocesan Girls' School; Pupil Teachers of Kowloon British School; Officers of the 74th Punjabis; Staff of the Diocesan Girls' School; U.S.R. Club; N.C.O.s A.O. Corps; Hon. Mr. C. Severn; Sir Paul and Lady Chater; the Baden-Powell Girl Guides; L.O.L. 808 Star of the East; Staff of St. Paul's College; Lieut. Beard, N.C.O.s and Cadets of the Cadet Corps; members of the Kowloon O.P. and others.

CHINESE TELEGRAMS.

(FROM OUR OWN CORRESPONDENTS.)

PRESIDENT REPROACHES HIMSELF AND PROMISES TO RETIRE.

PEKING, February 6th.
A Presidential mandate was issued last night in which President Feng reproaches himself for many defects including ignorance of men, lack of foresight, and weakness. The President promises to retire when order is restored. The mandate is regarded as weak and not likely to improve the situation.

MONARCHISTS PARDONED.

Liang Shih-yi, Chu Chi-chien and Chow Tzu-chi were pardoned in Monday and Chen Chin-tao was pardoned on Tuesday.

HUNAN LEADERS TO BE TRIED FOR DESERTION.

Tan Hui-ming, leader of the forces invading Hunan has been deprived by mandate of all honours.

The Tsuchun of Hunan is to be tried by court-martial for desertion. The Acting Governor is to be tried by a Civil Court for desertion. Others who failed in the discharge of their duties are to be punished.

THE PLAGUE UNDER CONTROL.

The plague is now well controlled. The deaths average fifteen a day.

The French priests report that the villages near the source of origin of the outbreak have been decimated.

The Peking-Mukden Railway is establishing an isolation hospital at Fengtai.

[THROUGH REUTER'S AGENCY.]

THE PLAGUE IN NORTH CHINA.

PEKING, February 4th.

The plague has appeared at Sialo, on the Peking-Hankow Railway.

The situation is regarded as serious, but it is hoped the preventive measures already adopted will make a suspension of traffic unnecessary.

CANTON NEWS.

CANTON, February 7th.

GENERAL LUNG TO ATTACK KONG-MOON.

A Commander in Kung-moon has reported to the Tsuchun that he is informed by a reliable source that Chai Chan-wa (Lung's Chief Commander of the 1st Squadron) has consulted a few bandit leaders with the object of attacking Kong-moon and the Sun-Win district very soon.

LUNG'S FORCES INCREASING ROUND YONG-KONG.

Commander Ngai Pong-ping returned to Canton yesterday, and reported to the Tsuchun that General Lung's military power in places adjacent to Yeung-kong are greatly increased.

PROMOTED ATTACK ON WUCHANG AND HANKOW OPPOSED.

We are informed that Li Shun, Tsuchun of Kiangsu, has strongly advised Tam He-ming, Chief Commander in Hunan, not to attack Wu-chang and Hankow, though he (Tam) has gained victories. Li added that the State will be shaken if Tam does not follow his advice. It would cause diplomatic disputes, if Tam were to attack the above ports and disturb foreigners.

WAR-MINISTER OF PROVISIONAL GOVERNMENT.

Chang Hoi-yu (Commander of Yun-nan troops), who was appointed Minister of War in the Provisional Government, has wired to various provinces that he assumed office yesterday. Chang has also announced that he will obey Dr. Sun Yat-sen's orders in future.

ARMED ROBBERY ON A JUNK.

POLICE FIRE ON ROBBERS.

Quite a sensation was created late on Wednesday night at West Point, when two revolver shots were heard in the direction of Salt Fish Lane. On inquiry, it was ascertained that six men, who are believed to have been armed with revolvers, boarded a cargo boat lying off West Point and, after threatening the crew, ransacked the craft. As they were leaving, the crew shouted out "Save life!" Their cries were heard by some other boat-people, who rushed to the rescue. Three of the robbers got into another boat and rowed away, the darkness assisting them to escape. The remaining three robbers jumped into the sea, but were pursued by the boatmen, and two of them were arrested by the Police. It is uncertain what became of the third robber. An Indian Sergeant fired two rounds with his revolver, and the probability is that the robber was hit and drowned.

THE WAR.

STUPENDOUS CRASH APPROACHING IN THE WEST.

THE CROWN COLONIES' GIFTS TO THE MOTHER COUNTRY.

THE FOOD SITUATION AT HOME GROWING SERIOUS.

DETAILS OF THE HELIGOLAND BIGHT THRUST.

GERMANS BOMB VENICE, MISTRI AND TREVISO.

GERMAN IMPERIAL PALACE BOMBED BY STRIKERS.

FRANCO-BELGIAN FRONT.

BRITISH FRONT.

BOTH SIDES PREPARING.

LONDON, February 6th.
 Reuter's Correspondent at British Headquarters speaks of raids, patrol encounters, and "trench-motor quarrels," being the outward feature of the present operations on the Western Front.

He says:—Last night a party of our raiders got into enemy positions near Poelcapelle and, after killing 29, brought back three. Our casualties were very slight.

These little affairs are only a transitory phase. Meanwhile, enemy reinforcements continue to arrive from the East, but the Allied forces in the West also continue to increase in an ever-flowing current. The clash, when it does come, will be the most stupendous thing in point of numbers, ever known.

MORE GERMAN PRISONERS.

LONDON, February 6th.
 Field-Marshal Sir Douglas Haig says:—We repulsed raids at Mericourt and Avion, taking prisoners.

There was reciprocal artillery firing at Hargicourt and Lens.

BRITISH AVIATORS' ACTIVITY.

Field-Marshal Sir Douglas Haig reports:—The enemy raided a post in the neighbourhood of the Bapaume-Cambrai Road.

One of our men is missing. There was great hostile artillery firing southward of Marconing and northward of the Bapaume-Cambrai Road.

There was increased enemy activity northward of Lens and north-eastward of Ypres.

Aeroplane dropped over three tons of bombs in the daytime on various targets, including ammunition dumps. They fired many thousand machine-gun rounds and dropped over a ton and a half of bombs last night on a hostile aerodrome south-eastward of the Cambrai-Menin Railway station.

Five German aeroplanes were brought down and three others were driven down. One of our machines is missing.

FRENCH FRONT.

VIOLENT ARTILLERY DUEL.

PARIS, February 6th.
 A communiqué states:—There was a violent artillery duel in Reton and Bois-des-Fosses.

Naval Activities.

LATEST CABLES.

THE SUBMARINE MENACE.

BRITISH SHIPPING RETURNS.

LONDON, February 6th.
 The Admiralty states the arrivals during the week were 2,339 vessels and the sailings 2,373.

Ten vessels over and five under 1,000 tons were sunk. Thirteen were unsuccessfully attacked.

Four fishing-boats were sunk.

THE HELIGOLAND BIGHT THRUST.

ITS OBJECT AND RESULTS.

LONDON, February 6th.
 Details are now available of the thrust into the Heligoland Bight by the British light forces on November 17th last.

The objective was to penetrate the minefields, bag all the available enemy light craft, and entice to the sea the bigger German ships.

At 7.30 in the morning a procession of enemy mine-sweepers, light cruisers, and destroyers were sighted ahead. The British force, going at full speed, opened fire, while the enemy in the cloud of smoke fled homewards. Destroyers overhauled and sank an enemy mine-sweeper, then chased an enemy light cruiser, which was heavily afire, but fell back, upon encountering the concentrated fire of two supporting enemy cruisers.

The British destroyers were handled in narrow and mined waters with conspicuous skill, and effected their withdrawal without being hit.

There were no casualties.

Meanwhile, the British light cruisers, amidst a rain of shells and a number of torpedoes, loosed off on chance, made a desperate attempt to cut off the enemy. A running fight continued for two hours over thirty miles into the minefields and till Heligoland was twenty-eight miles to the south-east. Then an enemy battle squadron came up at full speed, upon which the splinter-riddled little attacking force began a perilous retreat under a hail of big calibre shells. The German battle fleet, however, did not proceed very far.

An enemy seaplane swooped down within 200 feet of a light cruiser and dropped its freight of bombs, but missed.

The German commander of a sunk mine-sweeper, when rescued with his crew, exclaimed: "Shooting big shells at little ships; it's not fair."

The British casualties were light.

SINKINGS BETWEEN IRELAND AND GREAT BRITAIN.

PERCENTAGE SMALL COMPARED TO NUMBER OF VOYAGES.

LONDON, February 6th.

In the House of Commons, replying to Mr. Houston, Dr. MacNamara stated that out of a crew of twenty and twenty-five Naval and Military passengers 14 and 18 respectively were lost owing to the enemy recently sinking a Channel passenger-ship bound for a French port. He also stated that the captain was the only survivor out of 25 on board a steamer bound from Ireland to Liverpool Bay. The steamer carried 400 cattle, and 200 sheep.

Mr. Houston asked whether a steamer was sunk by the enemy in Liverpool Bay on January 25th with a loss of twelve lives, 150 cattle, 321 sheep, and 120 pigs.

Dr. MacNamara admitted that the details of the cargo were as stated, but added that the percentage of losses of vessels voyaging from Ireland to Great Britain was extremely small compared with the number of voyages.

ITALIAN FRONT.

LATEST CABLES.

ENEMY BOMB VENICE.

LONDON, February 6th.

An Italian official communiqué says:—British and Italian airmen attacked enemy troops on an aviation ground and set fire to ammunition stores.

They brought down five machines. The enemy bombed Venice, Mistri and Treviso.

General.

LATEST CABLES.

THE FOOD CONTROLLER'S WARNING.

POSSIBLE SERIOUS DEVELOPMENTS.

LONDON, February 6th.

The Press Bureau says that Lord Rhonda, addressing the Members of Parliament, expressed his view that the food situation would reach the most difficult stage in the next two months and asked the Members to give him all the help possible in their constituencies.

OPPORTUNITY FOR FOOD-BOARDERS TO REFORM.

LONDON, February 6th.
 Lord Rhonda indemnifies against prosecution all food-boarders who surrender their supplies between the 11th and 18th instant, pointing out that he believes many have become liable to prosecution by inadvertence.

COMPULSORY RATIONING POSTPONED TILL APRIL.

LONDON, February 6th.
 In the House of Commons, Mr. O'Connell states that compulsory rationing had been postponed till April or May.

THE HALIFAX DISASTER.

CHIEF EXAMINING OFFICER ARRESTED.

HALIFAX, February 6th.
 The Chief Examining Officer concerned in the disaster of December 6th has been arrested on a charge of manslaughter.

HOLLAND AND THE ENTENTE.

DETAILS OF PROPOSED ECONOMIC AGREEMENT.

AMSTERDAM, February 6th.

The *Telegraaf* states that, as a condition of a proposed economic agreement with Holland, the *Entente* demands the entire stoppage of export to Germany and the granting of credit or goods exported to the *Entente* from Holland and the Dutch Colonies. The Dutch Government is strongly opposed to the condition.

REICHSTAG TO MEET.

AMSTERDAM, February 6th.

A telegram from Berlin says the meeting of the Reichstag is fixed for the 16th instant.

GERMAN IMPERIAL PALACE BOMBED BY STRIKERS.

LONDON, February 6th.

Berlin telegrams state that bomb was thrown at the Imperial Palace by the strikers on Saturday evening. Twenty-five arrests have been made.

THE GERMAN STRIKES.

DITTMANN'S CHARGE AGAINST TIRPITZ.

AMSTERDAM, February 6th.
 According to the *Cologne Gazette*, Herr Dittmann said the strike was only a demonstration in favour of peace by understanding and would have lasted only three days if the Government had agreed to negotiate. He opined that Admiral Tirpitz was the intellectual originator of the strike. Herr Dittmann and Herr Scheidemann, who gave speeches, both declared that the strike was not connected with the Russian revolution.

SIX THOUSAND MEN STRIKE.

AMSTERDAM, February 6th.
 The *Lokal Anzeiger* says that 6,000 men have struck. It is believed a strike is threatened in Gera.

LABOUR TROUBLES IN HOLLAND ENDED.

AMSTERDAM, February 6th.
 After the process of 11 strikers at The Hague was unsuccessful, the attempt to interview the Minister of the Interior, the city strike was declared to be at an end.

CROWN COLONIES' CONTRIBUTIONS.

TO THE MOTHER COUNTRY.

LONDON, February 6th.

Mr. Bonar Law announces the following further War contributions from the British Colonies and Dependencies:—

The Bahamas, £10,000.

The Barbados, £40,000, as a free gift, making £50,000 altogether.

Basutoland, £50,000 for aeroplanes.

British Guiana, sugar valued at £17,000.

The Gold Coast Colony, £200,000 in ten annual instalments.

Nigeria, an offer to pay one per cent. on the six-million war debt.

Zanzibar, £50,000 for aeroplanes.

Hongkong, \$5,000,000 from loan and revenue.

Mauritius, Rs. 1,000,000, to be used for aeroplanes.

WAR PRISONERS IN UNITED KINGDOM.

HOW THEY ARE EMPLOYED.

LONDON, February 6th.

In the House of Lords, Lord Newton stated that out of 50,000 war prisoners in the United Kingdom 30,000 were employed, mostly on work such as road-making under the Admiralty and War Office, and 4,500 were employed in agriculture, in which 4,000 more, who are shortly expected from France, would also be employed.

The remainder consisted of officers and men unfit for work and men entitled to exchange and repatriation under the recent agreement.

There were also 20,000 civilians interned, of whom about 2,000 were out on licence for work, chiefly agricultural.

PROPORTIONAL REPRESENTATION.

EXPERIMENT SUGGESTED BY THE PEERS.

LONDON, February 6th.

The House of Lords has adopted the proposal of Lord Lansdowne to appoint a Commission to consider the application of proportional representation to a hundred constituencies—urban and rural—experimentally.

Lord Curzon promised that, if the House of Commons favoured the Commission's report, the Government would do its best to give effect thereto.

EARLIER CABLES.

LONDON, February 6th.

The House of Commons, by 238 votes to 141, rejected the House of Lords' promise of applying the principle of all boroughs returning three or more members in their scheme of proportional representation, and the question of proportional representation has therefore been shelved indefinitely.

TRADE UNIONS INVITED TO MEET SIR A. GEDDES.

LONDON, February 6th.

The Press Bureau states:—Sir Auckland Geddes has invited all the Trade Unions which participated in the January conferences to meet him on Friday.

GERMANY'S LATE POSSESSIONS IN THE PACIFIC.

NEW ZEALAND'S ATTITUDE.

WELLINGTON, February 6th.

Mr. Massey, interviewed, said that any arrangement allowing the Germans to repossess Samoa would be a national calamity for British interests in the Pacific. Therefore, he urged that New Zealand and Australia be represented at any Peace Conference.

SHIPBUILDING IN AUSTRALIA.

SYDNEY, February 6th.

It is officially stated that before long a dozen ships will be actually laid down in various parts of Australia.

THE QUEENSLAND FLOODS.

BRISBANE, February 6th.

The casualties in Mackay number 120, and the damage is estimated at a million and a half sterling.

RUSSO-GERMAN PEACE NEGOTIATIONS.

KUSHMAN AND OZERNIN RETURN TO BRESLITOVSK.

AMSTERDAM, February 6th.

A Berlin message says that Baron von Kuchman and Count Ozernin have returned to Breslitz to continue the negotiations.

RUSSIAN AFFAIRS.

UKRAINIAN SOVIETS IN SUPREME AUTHORITY.

LONDON, February 6th.

A wireless Russian message declares that the Ukrainian Soviets are now the supreme authority in Ukraine.

Agreements have been reached for federal union with Russia and complete unity on foreign and internal affairs.

THE LETTISH DEMANDS ON THE CENTRAL POWERS.

LONDON, February 6th.

A wireless Russian message says a Lettish plenipotentiary's proclamation demands the undivided existence of the Lettish nation, denies the Austro-German claim that the populations of Lettonia, Courland and Riga desire separation from Russia, and demands the withdrawal of forces, thus enabling a free expression of opinion.

pointing out that Russia has agreed to withdraw, and the Central European Powers could not object to do the same if they believed the population desired separation.

THE FINNISH REVOLUTIONARIES.

PETROGRAD, February 6th.

The Finnish Revolutionaries have captured the Headquarters of the White Guards at Karbiab and arrested the whole garrison.

RADA TROOPS OCCUPY KHARKOFF.

AMSTERDAM, February 6th.

The *Vussche Zeitung* states that the Rada troops have occupied Kharkoff and Holubovitch and have formed a Ministry containing no Bolsheviks.

CHURCH AND STATE TO BE SEPARATED.

A decree has been issued separating the Russian Church and State, abolishing the privileges based on religious belief and the restrictions on liberty of conscience, suppressing separate religious schools and obligatory religious instruction, and proclaiming that all ecclesiastical property belongs to the people.

POPULAR PROTEST.

PETROGRAD, February 6th.

Tikhon, the patriarch of All the Russias, in an edict excommunicates and anathematizes the Bolsheviks as violators of religion, law and justice.

Thousands of women, carrying ikons and chanting, formed a procession and marched through Petrograd, protesting against the Bolshevik seizure of the Alexandrine monastery.

The Metropolitan of Petrograd and other ecclesiastical dignitaries conducted open-air services of the processionists.

A semi-official Bolshevik statement declares that in consequence of the Government's confiscation measures, the clergy are stirring up fanaticism among the populace.

There have been insignificant outbreaks, which the Red Guards immediately suppressed.

The Abbot of Alexandrinevsky monastery has been arrested for retaining an inventory, being taken of its furniture for charitable purposes.

A crowd, incited by the monks, attacked the Red Guards, wounding two, and soldiers had to be sent to the rescue of the Red Guards.

The monastery is occupied by the military.

BRITISH OFFICERS ARRESTED AND RELEASED.

PETROGRAD, February 6th.

The Red Guards arrested Commander Dye and Lieutenant Smith, of the British armored cars, charging them with the ownership of two bombs found in their hotel-room after their departure.

Both were examined at length before a Commission, but were subsequently released after the intervention of the British Embassy.

The grenades were souvenirs, accidentally left owing to their hurried departure.

TARTARS ADVANCING ON SEVASTOPOL.

A telegram from Sevastopol says the Tartars have occupied Yalta and are advancing on Sevastopol, dealing mercilessly, en route, with the Red Guards, sailors and soldiers.

NOMADIC WAR PRISONERS.

PETROGRAD, February 6th.

The Commissioner of War-Prisoners states that the local Soviets are releasing thousands of war-prisoners, who are being sent to the front, where they are already 40,000 in Petrograd.

CONFUSING NEWS FROM RUSSIA.

LONDON, February 6th.

News from Russia, both direct and via Berlin, is so puzzling that it is impossible to form any clear picture of the situation, but amid the masses of confusing telegrams it is clear that Germany is doing her best to widen the breach between the Ukraine Rada and the Bolsheviks, hoping thereby to hasten a separate peace with Ukraine, enabling Germany to get supplies from that territory.

THE PARTIES IN UKRAINE.

Apparently there are three parties in Ukraine, namely, the anti-Bolshevik Rada, the Bolshevik Rada, and Kaledin's Cossacks, whose attitude is unknown. It is impossible to discern whether any really national feeling exists, binding south Russia to north Russia. What is certain is that the anti-Bolshevik Rada wants a separate peace, and Germany is apparently finding it easier to deal with this Rada than with the Bolsheviks.

RUSSIAN ARMY CORPS TRY TO CROSS THE FRONTIER.

AMSTERDAM, February 6th.

The *Lokal Anzeiger* states that three Russian Army Corps on the Romanian Front tried to cross the frontier but only three thousand men reached the Central Powers' lines.

EARLIER CABLES.

SOVIETS GREET GERMAN WORKMEN.

PETROGRAD, February 6th.

The Congress of Soviets closed after deciding to telegraph greetings and encouragement to the German workmen in their struggle so gloriously begun, and also a like message to revolutionary Finland.

The Congress approved of the decree naming the Council of Commissioners "The Workmen's and Peasants' Government," and dropping the prefix "Provisional."

The Congress also passed a Bill for the socialisation of land, and bands played the "Internationale" and the "Marseillaise."

A BOLSHEVIK SUCCESS.

The Bolsheviks officially announce that the Soviet forces have suppressed the counter-revolution in the Government of Orenburg, completely defeating General Dutoff's army.

LATEST CABLES.

GERMANS' CONSPIRACY TO DESTROY ENTENTE'S MUNITIONS.

MAXIMUM PENALTY IMPOSED.

NEW YORK, February 6th.

The German agent, Athilien, and ten other Germans have been sentenced to the maximum penalty of 18 months' imprisonment and a fine of \$5,000 gold each for conspiring to destroy Entente munitions.

CANADA AND U.S.A. CO-OPERATE.

THE DISTRIBUTION OF LABOUR FOR WAR PURPOSES.

WASHINGTON, February 6th.

It is announced that complete co-operation has been established between the United States and Canada for the effective distribution of labour for war purposes.

Canada agrees not to import labour from the United States without America's consent, and American employers undertake not to import Canadian labour without Canada's consent.

PREVENTING POSSIBLE ENEMY ACTIVITIES.

President Wilson, in a statement, defines the term "enemy" as including all alien enemies who are permanently interned by the War Department.

This interpretation enables the Government to hand over to the State all property of interned Germans, thereby preventing possible trading activities from internment camps.

EARLIER CABLES.

DEATH OF FAMOUS PRIZE FIGHTER.

NEW YORK, February 6th.

The death is announced of John L. Sullivan, the famous pugilist.

THE SILVER MARKET.

LONDON, February 6th.

The silver market is steadier.

THE BOLO TRIAL.

PARIS, February 6th.

The indictment of Bolo states:—"After the battle of the Marne, Germany, finding her sudden attack had no longer any hope of success, desired a rapprochement with France in order to be able to defeat Great Britain. It was necessary to prepare public opinion for a separate peace and documents show that the enemy decided to make large sacrifices in money. Germany wished to impress Parliament and the Press by pessimistic reports, cleverly disseminated by paid agents, in order to cause confusion and to disturb the pacific agreement between the French parties. From every point of view, Bolo was the man for the work."

The indictment declares that the plot was hatched with Machiavellian skill and France had been in serious danger.

ADMIRAL JELICOFF.

LONDON, February 6th.

In the House of Commons Mr. Bonar Law said that the Government hoped to appoint Admiral Jellicoff to an important position.

AMALGAMATIONS OF BANKS.

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[17]

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Sent by all Chemists.

**KEEN FIGHTING IN
PALESTINE****WELSH OFFICER'S COUP.**

[FROM W. Y. MARRY.]

The nearest General Allenby's army ap-
proaches Jerusalem the more obvious be-
comes the Turkish deep anxiety to prevent
them from reaching the Holy City. The
enemy preparations have been thorough,
but the rapidity of our advance has com-
pletely upset their calculations, and by
continual outflanking they have been
forced from positions of great strength
on to what must be almost the last line
they can occupy west of Jerusalem.
Nothing but intense pressure could have
induced the Turks to abandon some posi-
tions in the foothills. There are hills
1,000 ft. high or thereabouts on either side
of the Jaffa-Jerusalem road, which, if
defended, would take a bold and well-sup-
plied army weeks to secure.

About a dozen miles from Jerusalem
these hills are grey rocky eminences, few
entirely devoid of vegetation, some
crowned with clumps of stunted trees, the
barrenness of their lower sides relieved
by some bushes and tufts of grass. But
they are mostly barren and forbidding.
Their military value, however, is high,
because from their crests the road is com-
manded, and the approach to Jerusalem
from the west, which have been con-
tinuous points for thousands of years, are
infinitely more difficult to win in these
days of accurate gunfire. Yet the Turks
have had to give up many of them; some
well-prepared systems have fallen into
our hands without a blow.

Thus, strategy has claimed its own.
We are now up the passes, and the strug-
gle always round a few places command-
ing the whole country. Some of these
are ours, but the fighting continues,
strong and bitter. Our progress is quite
satisfactory. The tactical consolidation
of new positions "signifies much in this
glorious battleground."

ENGINEERING FEATS.

The ground is so rocky that we build
sangers from the mass of boulders lying
around the base of the hills. They are
not as secure as trenches, and cost much
labour. But the most wonderful feat of
consolidating the road-making—turning
goat-tracks into motor roads. Along
these new highways, which the engineers
have constructed with marvellous in-
genuity and rapidity, the same energy,
which characterised the advance from the
Turks' battered and broken Gaza-
Beersheba line, is being prosecuted in the
hills and narrow passes down from the
Judean uplands to the Shephelah. They
are not the only channels through which
the spring tide of victory is moving. It
is not merely on the hills and crests that
positions are being consolidated, and
with knowledge of the work accomplished
I repeat what I said a few days ago:
"All's well."

There has been fighting about Belk-
el-Tahta and Belk-el-Foka, the Belk-
Horons of Joshua's battles. One impor-
tant incident at Foka was a great
triumph for the dismounted Yeomen. A
Welsh Horse company, formed of men of
the regiments, was ordered to occupy
the village of Foka, which stands on the
top of a conical hill with very steep sides.
They worked round the hill, and as it
was getting dusk got on the top from the
slope on the Turkish side. In the village
they found 600 Turks with a German offi-
cer. It was suggested that the enemy
should lay down their arms, and this they
did. The Yeomen got into the tiny
village square and saw them standing to
the German officer began running
about and shouting. "Start fighting."
Some of the Yeomen picked up their rifles,
commenced fighting, and others followed.
They were too late. The Yeomen seeing
that the Turks were not surrendering,
fired into the mass, and for five minutes
there was a desperate battle in the small
enclosure, and the narrow streets leading
therefrom, the range seldom exceeding
ten yards. The German officer was
bayoneted and killed, as were many
Turks. The remainder then gave in to
a force they outnumbered by four to one.
The Yeoman officer decided that, hav-
ing so many prisoners, it was best for
him not to hold the village, but use his
force as an escort for the prisoners to the
rear and started retreating. The enemy,
in the failing light, took this large party
to be the British attacking the hill, and
from a height juring height shelled them.
In the confusion some of the Turks got
away, but the Yeomen had the satisfac-
tion of bringing more than twice the
number of our force. On Sunday we
took the hill again, and beat off three
strong counter attacks on Monday. But
the enemy heavily fired on Foka from the
higher hills. We retired a short distance
after defeating a third attack. The
Turks made no move on the village.

TURKS' STORMING TROOPS.

When I was in the neighbourhood yester-
day, the Turkish hills surrounding
Jerusalem were receiving much attention
from our artillery. We held Belk-el-Tahta,
where our line boys put up another grand
fight. After we had captured the place
the Turks brought up storming troops,
and by weight of numbers got into the
village, which here, as in most parts of
this district, rests on the top of a hill.
By a vigorous counter-attack we re-es-
tablished ourselves on the crest, and nothing
the enemy has done has disturbed our
possession.

There was another sterling piece of
work on the ridge between Jaffa and El
Burj. The Turks attempted to get this
high ground, which covers the road lead-
ing from Jaffa. They rushed the bomb
trenches at a time when they were not
strongly held, and drove us out. Their
success was very short-lived, for the Low-
landers launched a powerful counter-
attack against 600 picked Turks, absolutely
overwhelming them, since captured ad-
mits that he evacuated as many wounded
that probably the whole battalion of
storming troops was destroyed. These de-
tails of some engagements west of Jerusa-
lem will show how heavy are the Turkish
losses in their defence. The fact is that
we find a considerable number of Turkish
soldiers hiding in the villages. They have
had enough of our hard hitting. It is
difficult to get the inhabitants of the
villages to leave their homes in the zone
of fighting.

(Continued at foot of next column.)

**"THE REVOLUTION IN
DANGER"****MAXIMALIST PROCLAMATION.**

The Soviet (Council) of the People's
Commissaries issued the following pro-
clamation to the Russian people and to
all the Councils of Workmen's, Soldiers',
and Peasants' Delegates in December:
Whilst the representatives of the Work-
men's, Soldiers', and Peasants' Soviets
have opened negotiations with the object
of securing a country, the enemies of the
people, the Imperialists, the landowners,
the bankers and their allies, the Cossack
Generals, have undertaken a final at-
tempt to destroy the cause of peace, to
wrest the power from the hands of the
Soviets, the land from the hands of the
peasants, and to compel the soldiers, sail-
ors, and Cossacks to shed their blood for
the benefit of the Russian and allied Im-
perialists.

Kaledin on the Don and Dutoff in the
Ural have raised the flag of revolt. The
Cadet Party are providing the necessary
means for carrying them to carry on their
fight against the people, the Rod-
zinkos, Milukoffs, Gutchkoffs, and
Kononovs, want to regain their power,
and with the aid of the Kaledins, Kor-
noffs, and Dutoffs are endeavouring
to turn the Cossack labourers into an in-
strument for achieving their criminal
aims.

Kaledin has declared a state of war in
the Don region. He is hindering the
supply of bread to the front, and is col-
lecting forces, thus menacing Ekateri-
noslav, Kharukoff, and Moscow. Korn-
loff, who fled from prison, has arrived
to his aid. He is the one who in July
introduced the death penalty and con-
ducted a campaign against revolutionary
Petrograd.

In Orenburg, Dutoff has arrested the
Executive and the Military Revolution-
ary Committee, has disarmed the soldiers,
and is endeavouring to capture Tobolsk
in order to cut off the supply of
bread from Siberia to the front and the
towns. Karauloff is attacking Tchekhe-
lof and Ingushel in the Caucasus. The
Cadet Party are the political leaders of
this rising. The bourgeoisie is supply-
ing scores of millions to the counter-re-
volutionary Generals for the cause of a
rising against the people and their
power.

The bourgeois central Rada of the
Ukrainian Republic, which is waging a
struggle against the Ukrainian Soviets,
is assisting the Kaledins to draw troops
to the Don region, and is hindering the
Soviets from distributing the necessary
military forces throughout Ukraine for
the suppression of the Kaledin rebellion.
The Cadets, the worst enemies of the
people, who, together with the capitalists
of all countries, prepared the present
world-war, are hoping that as members
of the Executive Assembly they will be
able to come to the assistance of their gen-
erals, the Kaledins, the Kornloffs, and
the Dutoffs, in order to strangle the
people with their aid.

Workers, Soldiers, and Peasants! The
revolution is in danger. It is necessary
to carry through the cause of the people,
the cause of the revolution, to sweep away the enemies
of the revolutionaries—the conspirators,
the Cossack generals, and their Cadet in-
spired—will feel the iron hand of the
revolutionary people.

The Soviet of the People's Commis-
saries has made the necessary arrange-
ments for the movement of the necessary
troops against the enemies of the people.
The counter-revolutionary rising will be
suppressed and the culpable subjected to
a penalty corresponding to the magnitude
of their crime.

The Soviet of the People's Commis-
saries desires:

- (1)—All those regions of the Ural,
Don, and other parts where counter-
revolutionary detachments are discover-
ed are declared to be in a state of siege.
- (2)—The local revolutionary garri-
son must meet with all firmness against
the enemies of the people without wait-
ing for orders from the supreme authori-
ties.
- (3)—Negotiations with the leaders of
the counter-revolutionary rising or at-
tempts at mediation are absolutely
forbidden.
- (4)—An assistance offered to the
counter-revolutionaries on the part of
the local population or the railway en-
gines will be punished with all
severity of the revolutionary laws.
- (5)—The leaders of the conspiracy
are declared to be outlaws.
- (6)—Cossack labourer who
casts off the yoke of the Kaledins, the
Kornloffs, and Dutoffs will be met
fraternally and given by the Soviet
a necessary support.

**A SHIPBUILDING ACHIEVEMENT
IN AMERICA.**

A correspondent has been permitted
to attend the launching at an Atlantic
port of one of America's new ships, an
oil tanker. The land was a barren waste
after months of drought. It is now a large
shipyard, including in size daily, and
employing thousands of men. Besides
the tanker launched there were on the
ways two big liners more than three
quarters completed, and three big mine-
sweepers for the American Navy. The
whistles had stopped blowing to cele-
brate the launching of the first ship built
before the keel of another ship was being
laid on the same ways. The ship launched
had her engine, and was more than 90
per cent. ready for sea.

There has been heavy fighting at Nebi
Samwil, but part of the population had
such confidence that the Mohammedan
troops would repeat the sanctuary of
Samuel's tomb that they went into the
mosque on the summit. As already told,
the Turks shelled the mosque and, despite
the reverence in which it is held by
Mohammedans, the sacred building is a
mass of ruins. People took refuge in the
crypt, where some remained unharmed.
Two nights ago a sentry party to bring
them out, but a strong force of the
Turks, the tide of battle, a strong force
about this 3,000 ft. peak. In one place
our troops are only forty yards from the
Turks.

AUSTRIA'S CHANGE OF TONE**BELLICOSE SPEECH BY COUNT
CZERNIN.****A THREAT TO ITALY.**

A Budapest telegram says that Count
Czernin, the Austro-Hungarian Minister
for Foreign Affairs, in the course of a
speech to the Foreign Affairs Committee
of the Hungarian Delegation said:

Eminent Hungarian party leaders have
addressed questions to me, which I should
like, as far as possible, to answer im-
mediately. Count Andrássy spoke with
the warmth one might expect from him of
the alliance with Germany, and he asked
whether and how far we are at one with
Germany in our war aims. I can answer
this question positively. We are at one
with Germany on the basis which holds
good for Germany and Austria-Hungary;
on the basis of a defensive war, which
here in this assembly found un-
divided approval, which was laid down
in the German Reichstag as the guiding
line for our war aims, and which, in my
opinion, Baron von Kuhlmann in his last
speech very clearly stated when he said:
"There is no other obstacle to peace than
Alsace-Lorraine." Of course, when we
compare our situation with that of our
German Allies, we should not forget one
thing; that in certain respects we are
in a better position than they are; we
have practically our entire territory in
our hands, whereas Germany's colonies
are to-day in the hands of the enemy.

When I am now reproached from many
sides with weakness in my policy, which
is said to be in tow of Germany—what-
ever these phrases may be—when it is
said that this policy forces us to continue
the war longer than would otherwise be
the case and that we are even forced to
fight for German aims of conquest, I say
emphatically: No. We are fighting for
the defence of Germany just as Germany
is fighting for our defence. In this re-
spect I know no territorial boundaries.
If anyone should ask whether we are
fighting for Alsace-Lorraine, I would
reply: Yes; we are fighting for Alsace-
Lorraine, just as Germany is fighting for
us and fought for Lombardy and Trieste.
I know of no difference between Stras-
burg and Trieste.

If the general situation of the Euro-
pean war should assume a different
aspect—that does not appear impossible—
if on other fronts big events should
occur, then (I say it frankly and feel
myself in doing so at one with Count
Tisza) I would heartily welcome the mo-
ment that found us fighting on other
fronts together with our Allies. If,
therefore, after the course which we have
taken since the outbreak of the war, and
which we are pursuing with the full
consent of the overwhelming majority of
Austria as well as of Hungary, if after
our taking this course there should still
be people on the side of the Entente
living under the impression that they
might succeed in separating us from our
Allies, then there remains nothing else
for me to say than that those who believe
that are bad politicians and persons of
childish mind.

"BAD PEACE" FOR ITALY.

Count Andrássy questioned me about
Italy, and I would like to reply quite
frankly. Since the outbreak of war
Italian policy has been going down an
inclined plane. Gentlemen, you know
that before the war Italy might have
negotiated with us because we were great-
ly interested in avoiding this unnecessary
war. Italy could have concluded an
agreement with us which to-day even in
her wildest dreams she can hardly hope
to attain. Since then, in twelve battles,
Italy has lost hundreds of thousands of
dead, millions in treasure, and large
tracts of her territory which are to-day
in our hands. At the most Italy can
to-day only hope to reach the *status quo*
ante bellum.

I must, however, go a step farther,
which brings me to what Count Karolyi
said. If I understood rightly, he gave
me to understand that the conclusion of
his speech that I ought in all circum-
stances to be a pacifist *à outrance*. In
connection with that idea he devoted
some well-meaning words to my Budapest
speech, but to my astonishment he re-
ferred only to the first portion of it.
While he entirely passed over the second
part. This second part, however, mod-
ifies the entire character of the speech.
What Count Karolyi desires of me is that
I should go security for the Italian ad-
venture. In Count Karolyi's view
should to-day say to the Italians: "Con-
tinue the war as long as you like. Attack
us as often as you will. Prolong the war
according to your good pleasure. We
guarantee that nothing shall happen to
you."

Now, gentlemen, I am very far from
taking this standpoint. I say quite
frankly, and so that Roma may hear it,
that if Italy wantonly continues the war
she will later get a bad peace. We owe
that to the troops and to the people at
home. (Cheers.) Count Karolyi may
rest assured that I have one aim, namely,
the speediest possible conclusion of an
honourable peace, but at the same time
I refuse to give our enemies a premium
on the prolongation of the war.

Regarding the U boat, I can entirely
confirm what Count Tisza has said. It
will be reserved for me later to give some
data. I can, however, assure Count
Karolyi that the competent military
authorities on both the German and Aus-
trian side express the conviction that the trans-
port of munitions to the East and West
fronts was so greatly hindered that it
has substantially influenced the course of
the war. We know quite well that our
enemies are suffering tremendously from
its effects.

On other points, too, I am in complete
agreement with Count Tisza, who answer-
ed Count Karolyi's remark that our
diplomacy was to blame for Italy and
Rumania going over to the side of the
enemy. I can sum up the situation in a
single sentence by saying that Rumania
and Italy made a bad speculation in
adhering to the enemy group. In that
connection, I ask, how could a diplomatist

overcome the views imparted to the
Italian and Rumanian peoples regard-
ing the inner weakness of Austria-
Hungary? Circumstances concerning
which our diplomacy was entirely inno-
cent, and against which it was entirely
powerless gave rise to a wrong estimate
of our strength. That the estimate of the
strength of Austria-Hungary was wrong
is a gratifying aspect of the matter.

AMERICA'S WAR DECLARATION

One gentleman asked me what I thought
of the American declaration of war. The
unconfirmed news leaves the possibility
open that America may declare war upon
us as upon our two allies Turkey and
Bulgaria. I do not say it will be but
that it may be, but should that eventu-
ally occur we shall, nevertheless, not
regret anything we have done in the
past. Owing to our loyal alliance with
Germany we have had to reckon with
America's enmity. If America draws
these conclusions I admit that it is pain-
ful; on account of the Austrians and
Hungarians who are in America and will
be placed in a most painful position.
That, however, will not have the slightest
effect upon the events of the war.

Speaking of America, I would like to
draw your attention to the speech by
President Wilson, which in many respects
is incomprehensible and unclear but yet
contains a noteworthy step forward. In
one passage the President said: "We
owe it, however, to ourselves to say that
we do not wish in any way to impair or
rearrange the Austro-Hungarian
Empire. It is no affair of ours what
they do with their own life either in-
dustrially or politically. We do not pur-
pose or desire to dictate to them in any
way. We only desire to see that their
affairs are left in their own hands in
all matters, great or small."

If we compare this conception with
that of the Entente regarding the
Monarchy which is described by the
pactword the right of nations to govern
themselves, which they claim, will be
realised at the peace conference with
the help of the Entente, I see in the
statement of the President of the United
States a great and important advance,
an advance which we recognise and which
is greatly to our interest to nail down.
If I may seize the opportunity to say one
more word about that catchword—the
right of nations to govern themselves—I
would explain my standpoint on the
subject as follows: The phrase the right
of nations to govern themselves appear-
ed rather late in this war in the discus-
sion of war aims. It is impossible to
give a universally-accepted definition of
this catchword, as almost every one of
the statesmen who are using it has based it
on a different meaning, so that one can
say that there are as many interpreta-
tions of this catchword as there are
utterances on the subject.

If we inquire into the origin of this
phrase we find that it is connected with
the war aim of the protection of small
nations, which has been professed by the
Entente from the beginning of the war—the
small nations, that is, the small
States which are alleged to have been the
victims on the part of the Central
Powers, namely, Serbia, Montenegro, etc.
The Entente professed to have taken up arms
That was what he described as the right
of small nations to govern themselves.
In his Note of December 18th, 1914, ad-
dressed to the belligerents President
Wilson still described as one of his prin-
ciple peace aims the safeguarding of the
small nations, that is, the small
States which are alleged to have been the
victims on the part of the Central
Powers, namely, Serbia, Montenegro, etc.
The Entente professed to have taken up arms
That was what he described as the right
of small nations to govern themselves.

In his message of January 22nd, 1917,
President Wilson made some approach to
the Entente standpoint in calling for
internal reforms in certain States thus
drawing the internal political conditions
of certain States into international dis-
cussion. At the same time he declared
that none had the right to hand over
nationalities from one Government to
another as if they were the latter's prop-
erty. In this message of the President
the question of parts of one State to
another must not be brought about by
force and that the acceptance by the
peoples of their Governments is neces-
sary.

The right of peoples to govern them-
selves is therefore, here already rather
a complicated *mixtum compositum*, be-
cause of the right of a State to govern
itself on account of its territory and at
the same time, however, the right of its
nationalities to have a voice under inter-
national protection in their inter-
political relations. On April 11th, 1917,
the Russian Provisional Government de-
clared that it disavowed any intention to
dominate over other peoples or to take
from them their national heritage. It
vindicated the right of the belligerent
States themselves to decide at the con-
clusion of peace the destiny of their
peoples. That is the right of States to
govern their own nationalities.

I do not hesitate to declare that within
my right I shall most decidedly reject
all foreign influence on the arrangement
of our internal conditions, and on the
other hand I shall also reject the idea
which might arise that certain internal
questions might find an international
solution. The relations of the component
parts of the Hungarian Monarchy to each
other are based on legal principles. The
possibility of a change in these relations
are provided in our constitutional in-
stitutions. Whenever wishes for such a
change arise they must be solved in a
constitutional manner with the co-opera-
tion of the constituent bodies which
guarantee the right of self-determination
to the nations within both States of the
Austro-Hungarian Monarchy. I am un-
able to recognise the possibility of the
different solution.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the "Quickest-Freight" Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELFFMAN & ECKMANN STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal for Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 9th Feb., 3 P.M.
SHANGHAI	"SUIYANG"	On 10th Feb., Noon.
SHANGHAI	"BINKIANG"	On 14th Feb., 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, sailing Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to
TELEPHONE 38.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND POOCHOW
AND RETURN.

(Occupying 9 to 16 Days).

"HAIBONG" ... Capt. J. W. Evans ... FRIDAY, 8th Feb., at Noon.
"HAIPAN" ... Capt. A. E. Hodgins ... THURSDAY, 14th Feb., at 2 P.M.
*Calling Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

COLOMBO STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID BARSOON & CO., LTD.
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1917	1917
COLOMBO	from	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles, if calling about	Due at London about
The Intermediate Service is Temporarily Suspended.				

"WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS." All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets as fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left to the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GORDON & SONS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown. For further information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. FARR,
Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C. & SEATTLE via	SUWA MARU	WED'DAY, 13th Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	FUSHIMI MARU	WED'DAY, 13th Mar., at Noon.

SYDNEY and MELBOURNE via MANILA ZAMBOANGA THURSDAY ISLAND TOWNSVILLE and BRISBANE.

COLOMBO via SINGAPORE PENANG and BANGKOK.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

NAGASAKI KOBE and YOKOHAMA	TANGO MARU	FRIDAY, 16th Feb., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU	MONDAY, 11th Feb., at 11 A.M.
	IYO MARU	WED'DAY, 20th Feb., at 11 A.M.

SHANGHAI, KOBE and YOKOHAMA		
SHANGHAI and KOBE		

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLOMBO.

For further information, apply to—

TELEPHONE 500, 522 and 523.

NIPPON YUSEN KAISHA.
E. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	SAT., 24th Feb.
PEBSEA MARU	9,000	FRI., 22nd Feb.
KOREA MARU	18,000	SAT., 4th Mar.
SIBERIA MARU	18,000	FRI., 22nd Mar.
TENYO MARU	23,000	SAT., 4th Apr.
NIPPON MARU	11,000	TUES., 16th Apr.

The s.s. "Nippon Maru" and s.s. "Pebsea Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG via VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,800 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Agent, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, etc. Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to—

P. THOMAS, Agent, Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA via SEASIDE, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA (TRANS-PACIFIC).

"MANILA MARU"	SATURDAY, 9th Feb., at 3 P.M.
"OHIO MARU"	TUESDAY, 12th Feb., at Noon.
"MEXICO MARU"	THURSDAY, 23rd Feb., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Pacific Coast ports touching at intermediate ports in Japan. Overland cargo takes on through Bills of Lading for U.S.A. and connection are made at Pacific Coast ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Moulou, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"AMAKUSA MARU"	SUNDAY, 10th Feb., at 10 A.M.
"GOSHI MARU"	THURSDAY, 14th Feb., at 8 A.M.
"KALUO MARU"	SUNDAY, 17th Feb., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 75 will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager, No. 1, Queen's Building.

TEL. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

APRIL 10, 1916.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. KITTER, Freight and Passenger Agent, Prince's Building, 100, Horse Street.

